



Figure 1: Locality Map for the Proposed Project

5. BASIC ASSESSMENT PROCESS (INCLUDING PUBLIC PARTICIPATION)

Step 1: Notify Authorities of Basic Assessment Process

In terms of the NEMA EIA Regulations (18 June 2010, as amended), an Application for Environmental Authorisation was submitted to the KZN DEDTEA on 25 September 2014 and the KZN DEDTEA EIA Reference Number: DM/0071/2014 and NEAS Reference Number: KZN/EIA/0001665/2014 have been allocated to the application.

Step 2: Notification to I&APs and Identification of Issues (30 days)

Step two entails providing notification to I&APs of the proposed project and the intention to proceed with the BA Process. I&APs will be provided with a Background Information Document relating to the proposed project (i.e. this document), including a locality map and a Comment and Registration Form. I&APs will be provided with a 30-day period within which to register their interest on the project database and to raise any issues of concern.

Step 3: Draft Basic Assessment Report for Public Comment (40 days)

The BA Process is undertaken in order to identify and assess potential environmental impacts, both positive and negative, that may be associated with the proposed project. This includes mitigatory measures to reduce potential negative impacts and maximise positive benefits as well as the consideration of alternatives. The BA Report will include an overview of the affected environment in which the activity is to take place. Specialist information for inclusion in the Draft BA Report and Draft Environmental Management Programme (EMPr) will be drawn from various specialist studies, as outlined below:

- Traffic Impact Assessment;
- Risk Assessment;
- Noise Impact Assessment; and
- Visual Impact Assessment.

The Draft BA Report, together with comments received from I&APs, will be made available for a 40-day comment period. Reasonable and feasible alternatives will be included in the Draft BA Report, where possible.

All registered I&APs on the project database will be notified in writing of the 40-day comment period for the Draft BA Report. Copies of the report will be placed at two local libraries and can also be downloaded from the following website: <http://www.csir.co.za/eia/OTGCTerminal/>. Telephonic consultations and one-on-one meetings with key I&APs will take place, where required.

Step 4: Submit Final Basic Assessment Report (21 days)

The Final BA Report will be released and I&APs will be provided a period of 21-days to comment on the report. The comments from I&APs should be sent directly to the KZN DEDTEA and copied to the CSIR. The KZN DEDTEA will consider all comments received in conjunction with the Final BA Report for their decision making.

Step 5: Notification of Environmental Authorisation and Appeal Period

In the final step of the process, all I&APs on the project database will be notified in writing of the issuing of the decision regarding the project and the appeal period, including the manner of appeal.

Appendix A: KZN DEDTEA Approval Letter to Downscale (dated 8 September 2014)

Department: Economic Development, Tourism and Environmental Affairs PROVINCE OF KWAZULU-NATAL	
Enquiries: Ms. Sinelemba Mhlo Imbuzo Nawne	Telephone: 031-302 2875 Ungiso Telefoon
Reference: 0019/May/2014 Inkomo Verwysing:	Fax: 031-302 2824 Ifekeli Faks
	Date: 08/09/2014 Datum:
Directorate: Environmental Services: eThekweni District	
Messrs CSIR P.O. Box 1701 Durban 4013	
Attention: Rohaida Abed Tel no : 033 242 2300 Fax : 033 261 2509	
RE: 0019/May/2014 – Request for the downgrade from a Scoping and Environmental Impact Assessment to a Basic Assessment for the proposed decommissioning and installation of bulk liquid storage tanks on Portion 1 of 10019, corner of Fletcher and Johnstone Roads, Maydon Wharf which is located within the eThekweni Municipality.	
1. The correspondence from the Department dated 02 June 2014, the meeting held on 26 August 2014 and your correspondence dated 26 August 2014 regarding the above-mentioned project has reference.	
2. As per your request and the supporting information provided, the Department hereby grants consent to proceed with the application subject to a Basic Assessment process.	
3. Please note that all Interested and Affected Parties (I&APs) must be notified of the downgrade.	
4. Further, this Department retains the right to "upgrade" the application to a Scoping and Environmental Impact Assessment should any concerns or impacts arise during the review of the project.	
5. Please do not hesitate to contact me should you have any enquiries regarding this letter.	
Yours faithfully 	
Ms. Ntshaba Brijal Control Environmental Officer: Environmental Impact Assessment EDTEA-eThekweni District	
Department of Economic Development, Tourism and Environmental Affairs, KwaZulu Natal	0019/May/2014 Page 1 of 1
"Leading the attainment of inclusive growth for job creation and economic sustenance"	

6. HOW TO GET INVOLVED?

1. By responding to our invitation for your involvement advertised in local newspapers.
2. By mailing or faxing a comment form to the CSIR (contact details provided below).
3. By telephonically contacting the CSIR if you have a query, comment, or require further project information.
4. By reviewing the various reports within the stipulated comment periods provided.
5. By attending any feedback meetings, which may be held during the review period.

7. WHO SHOULD YOU CONTACT?

CSIR (Environmental Assessment Practitioner) Contact Details

To register as an I&AP, please complete the Comment and Registration Form included with this Background Information Document and kindly return to:

Rohaida Abed
Email: RAbed@csir.co.za
Tel: 031 242 2300
Fax: 031 261 2509
P. O. Box 17001, Congella, Durban, 4013

Basic Assessment Process Proposed Decommissioning and Upgrade of a Bulk Liquid Storage and Handling Facility at Maydon Wharf within the Port of Durban, eThekweni Municipality, KwaZulu-Natal

Background Information Document (BID)

October 2014

KZN DEDTEA EIA Reference Number: DM/0071/2014
NEAS Reference Number: KZN/EIA/0001665/2014



1. INTRODUCTION TO THE PROPOSED PROJECT

Oiltanking Grindrod Calulo Terminals (PTY) Ltd (hereinafter referred to as OTGC) are proposing to decommission and upgrade their existing Bulk Liquid Storage and Handling Facility (also referred to as a Tank Farm or Storage Terminal) at Maydon Wharf, located within the Port of Durban, eThekweni Municipality, KwaZulu-Natal. The proposed project was conceptualised based on the need to enhance service delivery in the Bulk Liquid Storage and Handling Industrial Sector. The proposed project will play a key role in the importation and redistribution of Molasses, Vegetable Oils and other chemical products within South Africa.

OTGC is an independent Bulk Liquid storage provider in South Africa. The company is an amalgamation of the internationally renowned Oiltanking GmbH, as well as the locally based Grindrod South Africa (PTY) Ltd and Calulo Terminals (PTY) Ltd. Oiltanking GmbH was founded in 1972, and owns and operates a network of 75 storage terminals in 22 countries within Europe, North America, South America, India, Asia, and the Middle East. Oiltanking GmbH is classed as one of the world's largest providers of independent tank storage for crude oil, petroleum products, as well as liquid chemicals and gases.

Grindrod South Africa (PTY) Ltd is a subsidiary of the Grindrod Freight Services Division which focuses on the transportation, storage and handling of dry and liquid bulk commodities. The Grindrod group operates in 24 countries across the world. In addition, Grindrod Tank Terminals, also a division of Grindrod Freight Services, caters mainly for the storage, handling and distribution of Molasses and Vegetable Oil products. The Calulo Group is an investment group with interests in a range of business entities mainly in the petroleum, chemicals, and other oil and gas sector related activities. As a company, OTGC specialises in developing, constructing, and operating Bulk Liquid storage terminals throughout South Africa.

In accordance with Regulation 16 (1) of the National Environmental Management Act (Act 107 of 1998), as amended (NEMA) Environmental Impact Assessment (EIA) Regulations (18 June 2010, as amended), OTGC have appointed the CSIR as the independent Environmental Assessment Practitioner to undertake the Environmental Assessment Process required for the project. In terms of the NEMA EIA Regulations (18 June 2010, as amended), a full Scoping and EIA Process is required for the proposed project. However the CSIR submitted a motivation, in writing, in line with Regulation 20 (4) of the NEMA EIA Regulations (18 June 2010, as amended), to the KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs (KZN DEDTEA), to downscale the proposed project from a full Scoping and EIA Process to a Basic Assessment Process. To this end, the KZN DEDTEA granted permission in writing, on 8 September 2014, to conduct a Basic Assessment Process instead of a full Scoping and EIA Process. The approval letter from the KZN DEDTEA is included in Appendix A of this Background Information Document.

2. AIM OF THIS DOCUMENT

This Background Information Document provides Interested and Affected Parties (I&APs) with:

- Background information on the proposed project;
- A description of the Basic Assessment and Public Participation Processes that will be undertaken for the proposed project; and
- Details on how to register your interest in the project and receive further information.

As a registered I&AP, there will be opportunities for you to be involved in the Basic Assessment Process through receiving information, registering your interest on the project database, raising issues of concern and commenting on reports. The input from I&APs, together with the information and assessment provided by the Environmental Assessment Practitioner (CSIR), will assist the responsible authority, in this instance the KZN DEDTEA, with their decision-making.

3. BRIEF PROJECT DESCRIPTION

The map (Figure 1) included with this Background Information Document provides an overview of the proposed locality of the project at Maydon Wharf. The co-ordinates of the approximate centre point of the proposed site are also included in Figure 1. The proposed project will take place within the boundaries of the Port of Durban, under the jurisdiction of Transnet National Ports Authority (TNPA), on Portion 1 of ERF 10019, Durban (Main Property). However, it should be noted that TNPA have several leases within the Port of Durban and the details for the property on which the proposed project will take place, in terms of the sub-division planning, is provided below:

- Lease 64 on ERF 10014, Durban;
- Lease of Portion of Lot 14 and Portion of Lot 15 of Block K on Rem. of Durban Bay Number 12783; and
- Lease of Lot 13 and Portion of Lot 14, Block K of Durban Bay Number 12783.

A summary of the key components of the proposed project are described below. However, it is important to note that the project description provided within this section is based on the conceptual design phase. It is anticipated that some minor project description changes will be required as a result of the requirements of potential customers of the Storage Terminal, as well as further investigations during the detailed engineering phase.

OTGC currently owns a Storage Terminal at the corner of Fletcher and Johnstone Roads, in Maydon Wharf. The area demarcated in grey in Figure 1 shows the approximate location of the existing terminal. The existing terminal site is divided into two portions by a disused railway track. The Storage Terminal is located approximately 315 m to the west of the Port of Durban (i.e. Durban Bay Estuary), on reclaimed land. The site is surrounded by industries mainly related to shipping, and freight handling and storage. Immediately adjacent to the site is a Maritime Training School, a Police Station, and railway tracks. The Storage Terminal is located in a developed, transformed area that is designated for industrial activity.

Currently, the terminal operations include the storage, handling and distribution of Molasses. The existing terminal mainly consists of the following infrastructure and structures:

- five vertical above ground storage tanks (of various sizes) allocated for the storage of Molasses;
- one smaller, unused vertical above ground storage tank;
- a truck loading gantry;
- a workshop in the vicinity of Johnstone Road;

- pump houses;
- a site office building along Johnstone Road;
- two below-ground pipelines extending between the terminal and the berths; and
- a mini-substation and underground service utilities (including electricity cables, sewer pipelines and stormwater pipelines) located in the vicinity of the site office building.

OTGC intends to decommission three of the existing Molasses storage tanks, as well as the unused smaller storage tank and the abovementioned ancillary infrastructure. The two remaining tanks will not be decommissioned and will be kept on site for the storage of Molasses. Subsequent to decommissioning, the area will be prepared for further development.

In addition, the areas demarcated in green in Figure 1 have been leased by OTGC in order to expand and upgrade the existing terminal. It is planned to demolish all existing buildings and infrastructure that occur within the proposed area of expansion and to clear the area for further development.

Once the abovementioned infrastructure and structures are demolished at the existing terminal and from the proposed area of expansion (Figure 1), additional (new) tanks for the storage of Vegetable Oils, Caustic Soda (Sodium Hydroxide) and MEG (Ethylene Glycol) will be installed. The additional (new) tanks will have a total combined storage capacity of approximately 68 500 m³.

Overall, the proposed Storage Terminal will consist of the storage tanks indicated in Table 1 below and it will have a total combined storage capacity of approximately 85 600 m³.

Table 1: Proposed products to be stored at the OTGC Maydon Wharf Terminal

Product	Number of Tanks	New or Existing	Capacity (m ³)	Total (m ³)
Molasses	2	Existing	8 550	17 100
Caustic Soda	2	New	10 000	20 000
MEG	2	New	6 250	12 500
Vegetable Oils	2	New	1 500	3 000
	4	New	2 000	8 000
	2	New	7 500	15 000
	4	New	2 500	10 000
Total	18			85 600

OTGC will also install pipelines between the upgraded terminal and the existing berths (i.e. Jetty 8 and Jetty 9 within the Port of Durban). A total of six pipelines are planned to be installed and each pipeline will be approximately 500 m long with an estimated average throughput of 41 m³/day. The pipelines will be installed within the existing servitude along Fletcher Road (i.e. in the area within which the existing pipelines run). As mentioned above, two (below-ground) pipelines currently service the OTGC Storage Terminal and these are located in the Fletcher Road servitude (north-east of the site), and the disused Transnet Freight Rail servitude (that divides the site into two portions). At this conceptual stage, it is proposed that the pipelines will be installed above ground within the boundary of the proposed terminal, and thereafter once it enters Port owned land, it will be installed below ground. Once operational, the proposed material will be imported via ship, piped to and stored at the Storage Terminal, and distributed within South Africa by road tankers.

The proposed Storage Terminal will be developed in line with relevant international and national standards and legislation, and it will mainly comprise of the following:

- Storage tanks;
- Bunding;
- Site office (including ablutions, storage areas and generator);
- Parking area;
- Workshop;
- Fencing and entrance gate;
- Road tanker loading gantry;
- Security kiosk;
- Oil/Water separator;
- Pump bays;
- Drainage channels;
- Boiler room (including a hot water 100KW unit for circulating water);
- Pipelines; and
- Associated service infrastructure.

Table 2: Listed Activities

Relevant Notice and Activity Number	Description of the planned activity that relates to the applicable listed activity
GN R544, Activity 14	The proposed project will entail the installation of pipelines, storage tanks and associated infrastructure at Maydon Wharf, within the Port of Durban (within Coastal Public Property), which will exceed 50 m ² in area. The proposed project will increase the throughput capacity of the Port of Durban. <i>Note from the CSIR: To assess all possible impacts, it is assumed that "Coastal Public Property" includes the port environment.</i>
GN R544, Activity 16 (vi)	The proposed project will entail earth moving and construction activities within a distance of 100 m inland of the high-water mark of the Durban Bay (i.e. an estuary) for the proposed installation of pipelines extending between the berths and the tank farm. A total of six pipelines are planned to be installed and each pipeline will be approximately 500 m long with an estimated average throughput of 41 m ³ /day. Furthermore, the two existing pipelines extending between the tank farm and the berths could possibly be upgraded if required. It is estimated that the pipelines (including its servitude) will cover an area of more than 50 m ² . The proposed construction and earth moving activities will take place in the existing Port of Durban. The throughput capacity of the port itself will increase as a result of the proposed project. The proposed installation of the pipelines will not be undertaken for maintenance purposes.
GN R544, Activity 18 (iv)	The proposed project will entail the installation of six pipelines between the tank farm and the berths. Furthermore, the two existing pipelines extending between the tank farm and the berths could possibly be upgraded if required. This may result in the infilling, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 m ³ from a distance of 100 m inland of the high-water mark of the Durban Bay Estuary. The proposed installation of the pipelines will not be undertaken for maintenance purposes.
GN R544, Activity 43	The proposed project will entail the installation of pipelines, storage tanks and associated infrastructure at Maydon Wharf, within the Port of Durban (within Coastal Public Property), which will exceed 50 m ² in area. The proposed development is considered as both an "expansion" and "construction" activity. The proposed project will increase the throughput capacity of the Port of Durban. <i>Note from the CSIR: To assess all possible impacts, it is assumed that "Coastal Public Property" includes the port environment.</i>
GN R544, Activity 45 (vi) and (vii)	The proposed project will entail the installation of pipelines within a distance of 100 m inland of the high-water mark of the Durban Bay Estuary, which is also considered as expansion. A total of six pipelines are planned to be installed and each pipeline will be approximately 500 m long with an estimated average throughput of 41 m ³ /day. Furthermore, the two existing pipelines extending between the tank farm and the berths could possibly be upgraded if required. It is estimated that the pipelines (including its servitude) will cover an area of more than 50 m ² . In addition, the pipelines are associated with the arrival and departure of vessels and the handling of cargo (i.e. Bulk Liquids). The proposed activities will take place in the existing Port of Durban. The throughput capacity of the port itself will increase as a result of the proposed project.
GN R545, Activity 3	The proposed project will entail the installation of Caustic Soda tanks with a total combined storage capacity of approximately 20 000 m ³ (as shown in Table 1). Caustic Soda is defined as a dangerous good in terms of the NEMA EIA Regulations (18 June 2010, as amended). This is regarded as a "construction" activity as dangerous goods were not stored on site previously.
GN R545, Activity 24 (i)	The proposed project will entail construction and earth moving activities within a distance of 100 m inland of the high-water mark of the Durban Bay Estuary for the proposed installation of pipelines extending between the berths and the tank farm. A total of six pipelines are planned to be installed and each pipeline will be approximately 500 m long with an estimated average throughput of 41 m ³ /day. Furthermore, the two existing pipelines extending between the tank farm and the berths could possibly be upgraded if required. In addition, the pipelines are associated with the arrival and departure of vessels and the handling of cargo (i.e. Bulk Liquids). The proposed construction and earth moving activities will take place in the existing Port of Durban. The throughput capacity of the port itself will increase as a result of the proposed project. The proposed installation of the pipelines will not be undertaken for maintenance purposes.

Note: A precautionary approach has been followed in completing Table 2, in that if there is any doubt at this stage of the project planning whether or not an activity is included in the project design, then the activity is listed. This list may be refined during the course of the Basic Assessment Process, and listed triggers may be removed or added as applicable.

In summary, the proposed project will include the following main construction activities:

- Decommissioning and demolition of ancillary infrastructure and three of the Molasses storage tanks at the existing terminal site.
- Operation of the two remaining Molasses storage tanks at the existing terminal site.
- Operation of the two pipelines at the existing terminal site. These pipelines will be inspected and will continue to be used if they are found to be in a good working condition or they will be upgraded if required.
- Decommissioning all existing structures and infrastructure on the additional land adjacent to the existing terminal (demarcated in green in Figure 1).
- Site clearing and levelling.
- Construction of new tanks for the storage of Caustic Soda (Sodium Hydroxide), Vegetable Oils and MEG (Ethylene Glycol), as well as ancillary infrastructure.
- Installation of six pipelines between the upgraded terminal and the existing berths.

4. REQUIREMENTS FOR ENVIRONMENTAL AUTHORISATION

In terms of the NEMA EIA Regulations published in Government Notice (GN) R543, R544, R545 and R546 on 18 June 2010 in Government Gazette 33306 (as amended), notice is hereby given that a Basic Assessment Process will be undertaken for the proposed project. As mentioned above, the CSIR submitted a motivation letter to the KZN DEDTEA, in terms of Regulation 20 (4) of the NEMA EIA Regulations (18 June 2010, as amended), to obtain permission to conduct a Basic Assessment Process instead of a full Scoping and EIA Process for the proposed project. The KZN DEDTEA accordingly confirmed in writing on 8 September 2014 (Appendix A), that the proposed project can be subjected to a Basic Assessment Process. The motivation to downscale to a Basic Assessment Process is summarised below:

- The proposed project will take place in Maydon Wharf within the Port of Durban, in an area designated for industrial activity. Furthermore, the proposed project site has already been developed on and is thus transformed.
- The proposed site does not fall within the areas zoned as "Conservation" or "Recreation" in terms of the Durban Bay Zonation Plan, which was compiled as part of the Bay of Natal Estuarine Management Plan (dated 2012).
- The proposed project will result in an upgrade of the existing storage terminal. Therefore, the existing operations (i.e. storage and handling of Bulk Liquids) will not change as a result of the proposed project.
- The potential impacts occurring as a result of the proposed project can be sufficiently assessed as part of a Basic Assessment Process.
- Specialist studies will be conducted as part of the Basic Assessment Process to ensure that potential impacts are assessed and that suitable and feasible mitigation measures are identified.
- The specialist studies conducted as part of the Basic Assessment Process will be subjected to the same level of impact assessment rigour as that of a Scoping and EIA Process.
- The Public Participation Process will be sufficient to inform all relevant I&APs and stakeholders of the proposed project.

A copy of the detailed motivation letter that was submitted to the KZN DEDTEA by the CSIR can be provided to I&APs on request.

Table 2 below indicates the applicable listed activities together with a summary of the listed activity in the context of the proposed project activities.

The listed activities included in Table 2 require authorisation from the KZN DEDTEA. The Basic Assessment (BA) Process needs to show the responsible authority, the KZN DEDTEA, and the project proponent, OTGC, the consequences their choices will have on the biophysical, social and economic environment. Public involvement forms an important component of the BA Process by assisting in the identification of issues and alternatives to be evaluated. The steps in the BA Process (including Public Participation) are outlined in Section 5.